

CORNHUSKER CAP NEWS

Vol. 1, No. 3

Official Publication of the Nebraska Wing—CIVIL AIR PATROL

October, 1942

NEBRASKA WING AWAITS IMPORTANT ASSIGNMENT

CAP JUNIOR ORGANIZATION AUTHORIZED BY OGD

MEMBERS SELECT CADETS

Something new is about to be added!

The Nebraska Wing Office has been officially notified that the Office of Civilian Defense has authorized the organization of a junior group to be called CAP Cadets, with the purpose of extending to young people of the nation the opportunities for service in the CAP.

Wing Commander Sidles expects to announce definite plans for formation of the CAPC in Nebraska within the next few days.

Membership will be limited to students in good scholastic standing in the last or next to last year of senior high school. They must be physically fit, and native-born Americans.

Total membership of CAPC in any area will not exceed the total active regular membership of CAP in that area. Each male member may sponsor for membership in CAPC the young man of his acquaintance he thinks most likely to succeed in aviation and the sponsoring member will be personally responsible for the training of his recruit. Likewise each female member of CAP is authorized to sponsor one young woman. For each Squadron of CAP, there is authorized a counterpart Squadron of CAPC and for each Flight of CAP, a counterpart Flight of CAPC. The composition, training, and operations of CAPC units will be governed by the same directives used by CAP, except that cadets will not be assigned to flying duties, and except as modified by CAPC directives issued by CAP National Headquarters.

General direction of each CAPC unit will be by the Commanding Officer of its parent CAP unit but the cadets will manage their own affairs to the fullest extent consistent with good results. On formation of a CAPC unit, provisional command officers will be appointed by the CAP unit commander and training will start at once. When the CAPC unit has progressed sufficiently, it will elect its command and staff officers to be con-

TAMISIEA IS APPOINTED WING MEDICAL OFFICER

Dr. J. A. Tamisiea, prominent in aviation circles for many years, has been appointed medical officers on the Nebraska wing staff.

Dr. Tamisiea is a lieutenant-colonel in the air corps medical reserve. During the last war he was attached to the Royal Flying force, predecessor to Britain's RAF. He is



Lt. Col. J. A. Tamisiea

a graduate of Creighton, and won fame on the Bluejays' football team from 1911 to 1915.

He is a director and past president of the Aero Medical association of America, and recently was among the first 10 physicians elected to that organization's newly established College of Aviation Medicine.

Examiner here for the civil aeronautics authority since 1926, he knows most of the fliers in eastern Nebraska, and many in adjacent states, as well as scores of airline pilots and many of aviation's celebrities.

Since 1928 Dr. Tamisiea has been a member of the Omaha municipal airport commission. (This gives the CAP a representation of two members on the commission, since the wing intelligence officer also belongs to that group.)

The Cornhusker News is proud to announce that the wing staff has been advised that very soon—possibly within the next two weeks this wing will receive an important assignment from the army air corps.

For reasons of military secrecy, it is impossible to describe the assignment here, but it can be revealed that it involves carrying out daily flight schedules totalling 600 to 700 miles at first, with the probability that these figures will be multiplied three or four or more times within a short period. Planes in the 65 h. p. class will be used, and it will be necessary to establish a CAP base in the state.

The assignments are in the nature of courier service. Compensation for both fliers and planes will be based on fixed courier service rates. Members can obtain full information by writing wing headquarters, 502 South Nineteenth street, Omaha.

In the meantime all members are cautioned that for the present there is to be no publicity on this activity in publications of general circulation, or outside the membership.

Maj. Phillip Hinkley, Spokane, Wash., commander of Wing No. 93, CAP, explained the plan to Maj. Harry B. Sidles, commander of the Nebraska wing, and his staff at a meeting in Omaha October 13. Maj. Hinkley appeared here as a representative of the U. S. army's Second Air Force, which has headquarters at Spokane and Maj. Earle Johnson, national commander of CAP.

Maj. Hinkley's Washington wing has been doing courier service for the Second Air Force since last December—often under adverse flying conditions—and the excellent record established there paved the way for the air force's decision to bring other wings into the picture.

Maj. Hinkley is convinced that in the near future the army will have work for practically all CAP fliers and planes.

A Syracuse CAP Squadron gave free rides in CAP planes to purchasers of \$50. and \$100. war bonds at an airport booth during a recent drive.

CORNHUSKER CAP NEWS

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Wing Staff

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Adjutant Dorothy G. Orr
Operations Officer Vic M. Schroeder
Training Officer G. Crawford Follmer
Intelligence Officer Lawrence Youngman
Supply Officer Rudy Mueller
Transportation Officer Earle C. Reynolds
Communications Officer Harry Burke
Engineering Officer William A. Fraser, Jr.
Liaison Officer Gould Dietz
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Photo Editor Vic Schroeder
Wing Operations Officer
Associate Editor Carl Lang, Omaha

MESSAGE FROM THE WING COMMANDER

Though only a few months old, the Nebraska wing of CAP suddenly comes of age.

In the left-hand column of the front page of this bulletin you will note that the Nebraska wing is about to become a parent organization. And in the right-hand column on the same page you will see that we have been given a man-size job to do—a job that means flying hundreds of miles daily.

Those are two mighty important assignments . . . two severe tests in two markedly different fields.

Let there be no question in any member's mind on what these things mean. The formative period is past. We deliver or we go under. This is war, with the new flying assignment we are practically in the army, and if we cannot make good in the immediate future then there is no place in the picture for us.

Frankly, fortunately, these assignments should be the making of the Nebraska wing.

For us they give the CAP point and purpose. They make the training program and all of the time and trouble involved seem entirely worth while. They should serve to make the lagging squadrons pull themselves together, and work twice as hard as they ever have before.

Two things stand out:

First, the courier service offers our fliers a chance to build up many hours, and they'll be paid while doing so. This is of particular interest to those who want to prepare themselves for the army ferry service.

Second, the CAP Cadets should provide the ideal method for recruiting and training desirable members from among young folks who are anxious to get into the flying game.

The training season is past, the whistle that starts the big game has been blown, and we're about to see the kickoff. Heads up, gang, and let's carry the ball.

MAJ. HARRY B. SIDLES,

Commander, Nebraska Wing, CAP.



Members of the Nebraska Wing Staff confer with Major Phillip Hinkley during his recent visit to Headquarters. Left to right are: Earle C. Reynolds, Transportation Officer; Vic M. Schroeder, Operations Officer; Oscar O. Cooke, Commanding Officer of Squadron 761-1; Dr. J. A. Tamisiea, Medical Officer; Lawrence Youngman, Intelligence Officer; Major Hinkley; Major Harry B. Sidles, Wing Commander; Harry Burke, Communications Officer; G. Crawford Follmer, Training Officer; Dorothy G. Orr, Adjutant.

OFFICER REPORTS ON GAS FOR CAP AUTOS

Wing Transportation Officer Earle Reynolds has received many inquiries on whether CAP membership and activities will receive special dispensation in the matter of gasoline rationing. Here is his report on the matter:

According to a Memorandum date July 9, 1942, issued by James M. Landis, Director to Regional Directors of Civilian Defense, "allotments of gasoline for civilian defense activities will be allow workers who actually need supplemental allotments and who would be unable to perform their work without such additional gasoline."

Duly enrolled members of Civil Air Patrol may qualify for a supplemental ration to cover mileage essential to pursuit of Civilian Defense activities.

Application is to be made to local rationing boards for identification and for Form OPA R-535 for such additional quantity of gasoline as may be allowed. Means of identification is your Civil Air Patrol card or your OCD Form No. 702.

Further information will be forth-coming by November 15th. In the meantime, seek a central meeting place for all members and pool your cars for a greater war effort.

If any further assistance in car pooling is needed by your squadron, write the Wing Headquarters, 502 So. 19th st., Omaha, Nebr., at once and assistance will be given.

A canteen unit, staffed by the personnel of Cleveland's all-girl Sq. 514-1, has been created to feed the northern Ohio Group in the event of mobilization.

CAP JUNIOR ORGANIZATION AUTHORIZED BY OCD

(Continued from Page 1)

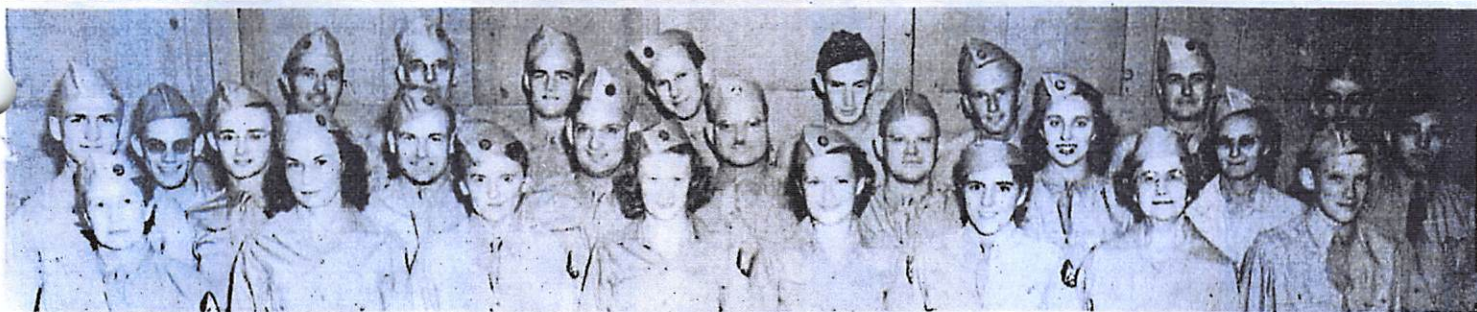
firmed by the CAP unit commander and will fill subsequent vacancies by election. At the option of the parent CAP unit, drill classes, and field exercises may be held separately from or combined with those of CAP.

Applications for membership will be available shortly. Each must be accompanied by three full-face passport photos of the applicant, 1½ inches by 1½ inches. The parent CAP Squadron, or the Flight in a community organized under a Flight Command, will receive one copy of the application and one photograph; the CAPC unit will retain the other copy and one photograph; and the third photograph will be attached to the cadet's identification card to be issued by the CAP unit commander. On completing basic CAP ground training and on graduating from high school cadets will be eligible for full membership in CAP.

The uniform of CAPC will include: plain khaki shirt without shoulder loops; black tie; khaki trousers, or khaki shirt for girls; belt with plain buckle; tan socks; plain tan shoes; and overseas cap prescribed for CAP. Any suitable outer garment may be worn. Insignia similar to those of CAP will be specified.

Every Squadron and Flight of CAP is urged to take prompt action in organizing a counterpart unit for the young people of its community.

The Baltimore Group of CAP is also working on plans for its own airport. Exact location is a secret for the time being.



Front row, left to right: Mrs. Ed Parker, Dorothy Osterhout, Mrs. A. L. Johnson, Jr., Mrs. Gerald J. Hallstead, Mrs. David Osterhout, Mae Sharp, Mrs. E. Russell Wightman, Bob Feecken.

Second row: Norris Nedela, Robert Spinar, C. W. Baumgartner, A. L. Johnson, Jr., Dr. L. W. Forney, Dr. C. C. Lillibridge, Lois Boien, Mrs. Vit Jelinek, M. L. Stiegelmar.

Third row: Gerald Dymacek, Hiram Barber, Dr. E. Russell Wightman, Norman Davis, George Ebner, John Wieder, David Osterhout, Edgar Savage, Gerald J. Hallstead.

Crete Squadron Busy On Training Program

By A. C. GARDNER

Training and first aid classes once a week and Sunday morning flight maneuvers keep members of the Crete Civil Air Patrol, Squadron No. 762-3, busy. The training sessions and the Sunday flights have continued since early spring and the Red Cross first aid class was recently organized in conjunction with the local air raid warden group.

The squadron has the distinction of sending the first plane from Nebraska to do coastal patrol duty on the Gulf coast. The ship, a five passenger Waco cabin plane, owned by the Bringham Flying Service, recently returned after about two months service.

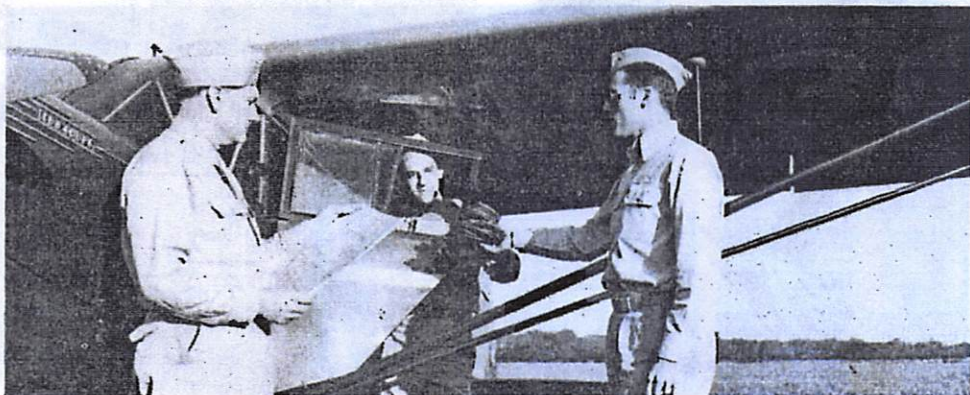
Although the squadron's ranks have been depleted by enlistments in the army air corps reserves, new members are being recruited. Fifteen former members are now in service. The squadron has twelve licensed pilots, nine members are observers and twelve have third class radio operators licenses.

Military drill and code study have occupied major attention of the squadron since its organization in March. Instruction in the other subjects is now in progress.

During the summer, mapping and observation flights were made every Sunday. In cooperation with the county civilian defense council, members took part in scrap surveys which thoroughly covered Saline county and on subsequent flights "bombing" expeditions were made, in which paper bombs urging cooperation in the scrap collection were scattered over towns in the county.

At times guest speakers have been secured for meetings. A recent speaker was a former Crete boy who is now in the parachute troops.

Activities are under the direction of Squadron Commander M. L. Stiegelmar. Code classes have been conducted by Dr. E. Russell Wightman, communications offi-



Squadron Commander Marion "Bud" Stiegelmar helps load paper bombs in one of the planes which bombarded every town in Saline county. Left to right, Dick Garst pilot and owner of the plane, Russell R. Wightman, and Stiegelmar.

cer, who is professor of physics at Doane college. Flights are planned by David Osterhout, training and operations officer.

Other officers are A. L. Johnson, Jr., executive officer; Dorothy Osterhout, adjutant; Gerald J. Hallstead, intelligence officer; C. W. Baumgartner, supply officer; Edgar Savage, transportation officer; Dr. L. W. Forney, medical and personnel officer; Mrs. A. L. Johnson, Jr., photographic officer; A. C. Gardner, public relations officer.

Active pilots include Mrs. A. L. Johnson, Jr., Hiram Barber, Howard Dutton, Lois Boien, Dick Garst, Mr. and Mrs. David Osterhout, Pat Perry, Mae Sharp, M. L. Stiegelmar, Myron Taylor and John Wieder.

Members not shown in the picture are Norma Adams, Alice Drevo, Howard Dutton, Victor Dvorak, Charles Dymacek, A. C. Gardner, Dick Garst, Emil Hromas, John Mekota, Elinor Nelson, Pat Perry, Merlin Phillips, Richard Schneider, Helen Shestak, Myron Taylor, Everett Wheeler, and Charles I. Sager.

BURKE EMPOWERED TO GIVE RADIOTELEPHONE TESTS

Wing Communications Officer Harry Burke has been notified that he has authority to give the examination for a restricted radiotelephone permit, which is to say a li-



Miss Mae Sharp, pilot, and Mrs. Ed Parker, check their route before starting out on their survey flight from Crete along the north edge of Saline county.

cense to use two-way communication in airplanes.

Burke outlines the procedure thus:

"Each Squadron Commander is to submit to me the name and CAP number of all applicants. There are three forms to be completed, in addition to the examination itself. With these forms it will be necessary for each applicant to have documentary evidence of birth, and a photograph not to exceed 2½ inches by 2½ inches.

"Naturally," Burke says, "it isn't to everyone's interest to take this examination, but any pilot or ship owner who contemplates two-way communication will find this an opportunity to get his license."

DOROTHY BROADFIELD WINS EARHART SCHOLARSHIP

A signal honor came to the Nebraska wing recently when Miss Dorothy Broadfield, leader of the Powder Puff brigade in No. 2 squadron of Omaha, won the second annual Amelia Earhart scholarship offered by the Ninety-nines, national organization of women fliers.



Dorothy Broadfield

Dorothy is Secretary of the Burnham-Miller Flying Service, has logged more than 350 hours of flying time, and is believed to be the only woman flier in this state to hold a commercial license. She is the daughter of Mrs. Beatrice Broadfield of Glenwood, Ia.

The award was presented by Mrs. Charles Harwood, Rye, N. Y., chairman of the Ninety-nines scholarship committee, at a reception and buffet dinner given by the Omaha chapter of the N.A.A. at the N.A.A. club-rooms in the Fontenelle hotel on October 3.

The scholarship is open to women who have at least 200 hours' flying time, and is to be used for obtaining further training. The money is contributed by members of the Ninety-nines.

COOKE TALKS ON SUB PATROL

Oscar O. Cooke, commander of Omaha squadron No. 1, appeared before the Lincoln chapter of the National Aeronautic association October 7 to tell of his experiences during the month that he spent with the CAP submarine patrol on the gulf. Wing Commander Sidles accompanied him to Lincoln.

Cooke has also spoken before several Omaha groups recently.

* * * * *

INTELLIGENCE OFFICERS PLEASE

NOTICE! Deadline for the receipt of material for the NEWS is being moved up to the 5th of the month instead of the 10th. So please get your material in promptly.

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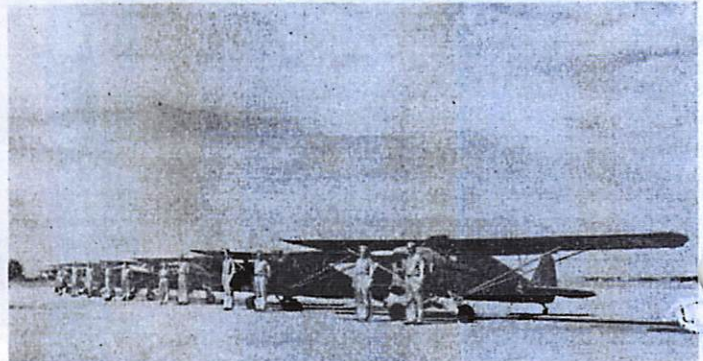


Photo by Jerry Lucas

Members of Omaha Squadron No. 2 are pictured, above, as they tackle a problem in their navigation course. At the blackboard is Garwood Anderson, Squadron Officer, and at the right of the blackboard is Squadron Commander Walter Devere.



Stover Deats, veteran pilot and superintendent of Grand Island's municipal airport.



Pilots and observers ready to take off on a routine training flight.

CODE CLASSES ARE COMPLETED

The two Omaha squadrons recently completed a successful code class.

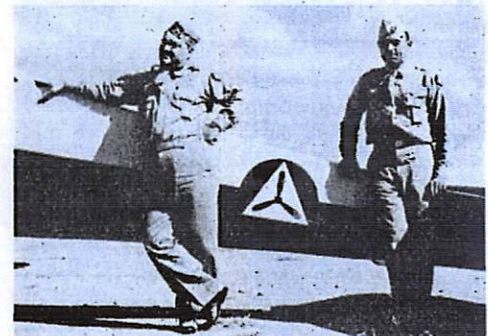
Instructors were Glenn Flynn and Bob Rudd of the WOW staff. Classes were held at the Electronic Radio-Television institute, whose president, George Risk, recently became a CAP member.

The class was not intended to provide a thorough knowledge of code, but all members were supplied with telegraph keys and headphones, and, by diligent practice many of them became sufficiently skilled to receive and send 10 to 15 words a minute.

IN APPRECIATION

This issue of the Cornhusker CAP News is sponsored by Grand Island, through donations by CAP members and business men, including:

Charles F. Larson, Commander of Squadron No. 763-1; B. L. Thompson, Intelligence Officer; H. J. Bartenbach & Son, Glass, Paint and Wallpaper; Grand Island Model Laundry; Stover Deats, Manager, Grand Island airport; R. E. Murphy Typewriter Co.; Paul Gordon; Dick Ross; Betty Larson; J. F. Minor and Chris Gjerloff.



B. F. Thompson (left), intelligence officer, beside his own plane, talking it over with C. F. Larsen, commander.



Another group of pilots and observers.